CABLE AIRPORT COMPREHENSIVE AIRPORT LAND USE PLAN

ADOPTED

DECEMBER 9, 1981

West Valley Planning Agency
Airport Land Use Commission

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SECTION 1

1.0 INTRODUCTION

1.1 Purpose/Scope

This land use plan intends, for the 20 year future of Cable Airport, to safeguard the general welfare of the inhabitants within the vicinity of the airport and to assure the safety of air navigation. Specifically, the plan seeks to protect the public from the adverse effects of aircraft noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures affect navigable airspace.

This plan shall generally address only those areas and issues which are affected by, or affect, aircraft operations.

1.2 Assumptions

The following assumptions regarding the existence and continued growth of Cable Airport underlie the development of this plan:

1. Cable Airport is and will continue to be a Basic Utility

Stage II Airport. (Runway load capacity will remain at 12,500 lbs.)

2. The effective length of Runway 24 will remain 3,600 feet.

3. In 1977 Cable Airport had 325 based aircraft and an estimated 140,000 annual operations. The projected capacity of 460 based, licensed, aircraft and 209,000 annual operations will not be reached before 2000 (Table 1).?

4. The flight practices at Cable Airport will remain basically the same. A left-hand pattern will be utilized with approximately 90 percent of all operations taking off in a westerly direction. The vast majority of westerly takeoffs will begin the left-hand pattern within the first 3,000 feet after end of runway (approximately intersection Claremont and Foothill Boulevards) to approximately intersect the San Antonio Flood control channel.

? Cable Airport is forecast to reach operational saturation at 209,000 operations in 2000. Therefore, the 20-year projection for operations is the same (209,000).

5. That the implementation and enforcement of an active noise abatement program by the airport operation and technological changes in aircraft, noise, engine design/baffling, will ensure that current airport noise contours will not be significantly expanded so as to expand any area of incompatibility.

6. That the "Airport Master Plan" for Cable Airport containing projections of the physical plant, land use, number and type of aircraft operations to the year 2000 and all relevant data pertaining thereto, and including environmental effects thereof, was reviewed by all affected local government. Further, that in the event of any major assumptions or projections made in this airport land use plan are beginning to be inconsistent with the approved master plan, said land use plan will be amended to reflect the master plan assumption or projections.

1.3 Authority

Section 21675 of the Public Utilities Code of the State of California requires the Airport Land Use Commission for San Bernardino County to formulate a comprehensive land use plan for

the area surrounding each public airport[?] within San Bernardino County.

1.4 Legislative Requirements

Section 21675 of the Public Utilities Code of the State of California specifies that the comprehensive land use plans will:

> "... provide for the orderly growth of each public airport and the area surrounding the airport within the jurisdiction of the commission, and will safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general. The commission plan shall include a long-range master plan that reflects the anticipated growth of the airport during at least the next 20 years. This plan shall not be inconsistent with the State Master Airport Plan.[**] In formulating a land use plan, the commission may develop height restrictions on buildings, may specify use of land, and may determine building standards, including soundproofing adjacent to airports, within the planning area."

[?] Private airports which are licensed to serve the public are considered public airports for purposes of this section.

[**] The State has not yet prepared the State Master Airport Plan. Reference new legislation.

SECTION 2

2.0 THE AIRPORT

2.1 Existing Airport Facilities

Two hard-surfaced runways are currently available for fixed-wing aircraft operations. Runway 6-24 is the primary runway. It measures 3,600 feet (threshold to threshold) with an overrun of 135’ on the East end and 176’ on the West, by 75 feet. There is a non-precision instrument approach procedure to runway 06 (West end). The airport is classified as a Basic Utility II; runway is designated to accommodate 95 percent of propeller aircraft under 12,500 lbs. A second runway (Runway 01-19) is available for use during strong northwesterly wind conditions. However, because the runway is used so infrequently the runway aprons are also used for aircraft parking. Runway 01-19 measures 1,340 feet by 50 feet.

2.2 Airport Activity and Aviation Forecast

Cable Airport has grown from three based aircraft in 1945 to 325 based aircraft in 1977, and estimated 140,000 annual operations.

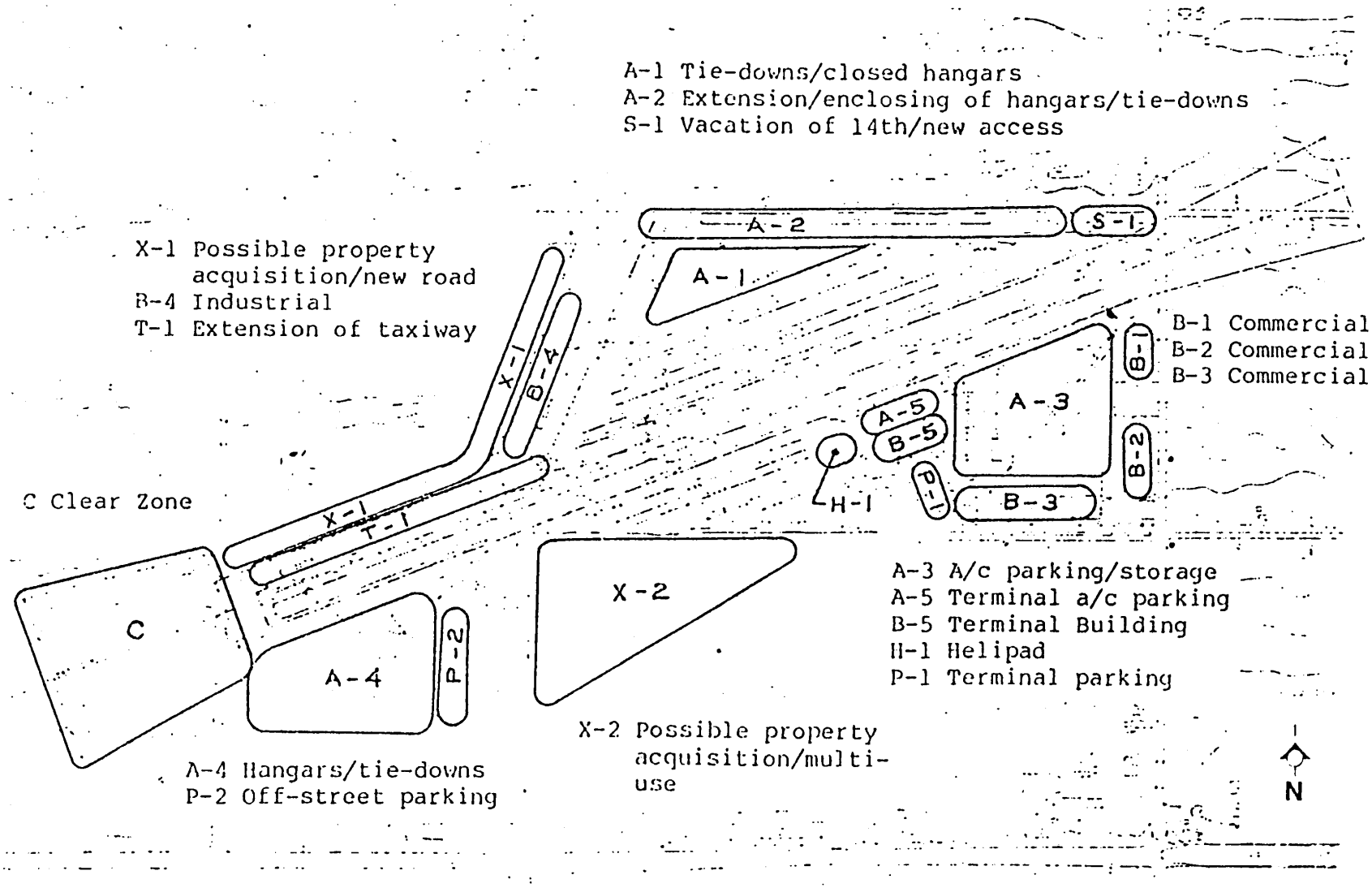
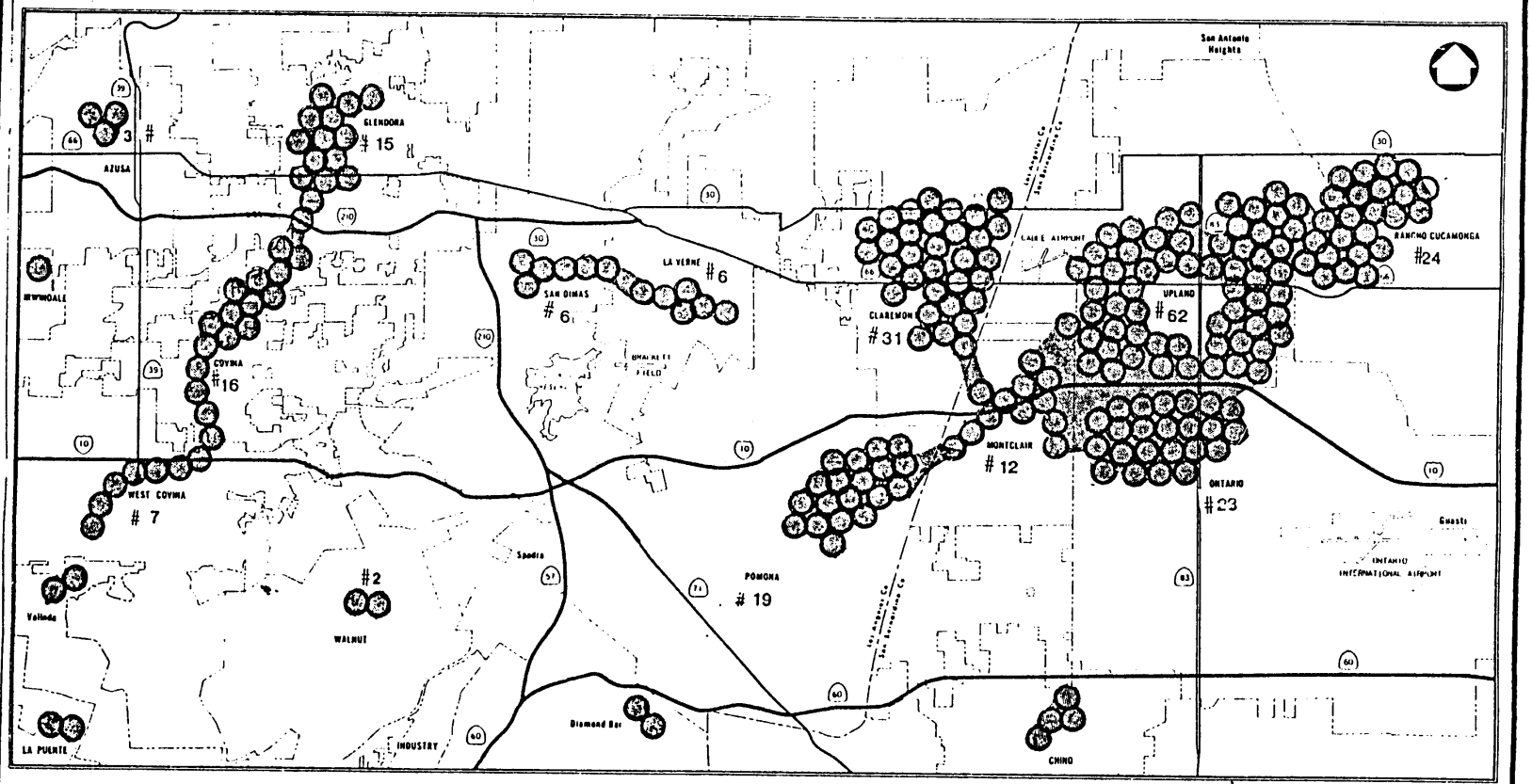


Figure 1 - Cable Airport Master Plan Areas

The future growth and aviation activity at Cable Airport has been projected on the basis of historical trends in the airport usage and on the basis of regional projections in a service area which was established by plotting the ownership patterns of based aircraft at Cable Airport (see Figure 2, Service Area, Cable Airport). The largest concentration and ownership of based aircraft are in the communities of Upland (62 based aircraft) and Claremont (31 based aircraft). The total of the aircraft ownership within the service area does not account for all of the based aircraft at Cable Airport. This is explained by the fact that the remaining based aircraft ownership is dispersed in a number of communities outside of the service area. The year 2000 projection for Cable Airport is for 460 based aircraft and 209,000 annual operations (see Table 1). This projection recognizes the interrelationships of Cable, Chino, Ontario International and Brackett Airports in providing for the general aviation demand for the entire service area. In 1960, Cable Airport provided for 45.3 percent of the total based aircraft within the service area. However, the Year 2000 projection shows that Cable Airport's share of the service area based aircraft will diminish to 24.7 percent (see Table 2). These projections reflect the relative growth potential of each of these airports taking into consideration the adequacy of facilities, public



LEGEND: GENERAL LOCATION OF BASED AIRCRAFT

= City of residence of aircraft owner

[#] = Total number of aircraft owners residing in city

SUBJECT: Figure 2

SERVICE AREA - CABLE AIRPORT

Date: 2-15-79 Scale: 1" = 2 mi.

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Table 1

BASED AIRCRAFT AND OPERATIONAL FORECAST FOR CABLE AIRPORT

Items	1977	1980	1985	1990	1995	2000
Based Aircraft	325	350	390	420	445	460
Annual Operations (in 1,000's)	140	170	185	196	205	209
Local Operations	120	146	158	167	174	175
Itinerant operations	20	24	27	29	31	34

Note: Aircraft Mix: Single Engine (93%)
Multi-engine (7%)
Business Based Aircraft (8% of above)

Table 2

BASED AIRCRAFT AT CABLE AIRPORT AS PERCENT OF SERVICE AREA

Year	Cable Airport	Chino Airport	Ontario Airport	Brackett Airport	Total	Cable Percent Service Area
1960	155	51	56	80	342	45.3
1965	212	112	75	189	588	36.1
1970	300	193	75	248	816	36.8
1975	320	297	22	320	959	33.4
1980	350	385	63	400	1,198	29.2
1985	390	546	70	597	1,603	24.3
1990	420	610	60	600	1,690	24.8
1995	445	675	50	600	1,770	25.1
2000	460	750	50	600	1,860	24.7

Table 3

ANNUAL OPERATIONS IN SERVICE AREA OF CABLE AIRPORT
(in thousands)

Airport	1960	1965	1970	1975	1980	1985	1990	1995	2000
Cable	30.0	30.5	74.0	95.0	170.0	185.0	196.0	205.0	209.0
Chino	10.0	100.0	162.7	190.0	260.0	301.0	319.0	374.5	417.0
Ontario	38.1	79.4	91.0	152.0	120.0	150.0	150.0	150.0	150.0
Brackett	132.2	171.5	221.9	217.8	300.0	299.0	300.0	300.0	300.0

Source: 1. FAA 5010
2. FAA Aviation Forecast--Los Angeles
3. Staff Estimated Forecast
4. FAA--Terminal Area Forecast

Table 4

BASED AIRCRAFT IN SERVICE AREA OF CABLE AIRPORT

Airport	1960	1965	1970	1975	1980	1985	1990	1995	2000
Cable	155	212	300	320	350	390	420	445	460
Chino	51	112	193	297	385	546	610	675	750
Ontario	56	75	75	22	63	70	60	50	50
Brackett	80	189	248	320	400	597	600	600	600
Totals	342	588	816	959	1198	1603	1690	1770	1860

Source: 1. DOA Planning SAC
2. FAA 5010
3. Airport Owner/Managers and Estimates Forecasting

versus private ownership, and local attitudes about growth of the airport and associated environmental and land use implications. On a regional service area basis, a correlation can be drawn between the growth in overall population and the growth in based aircraft (see Table 2). The service area currently has a population of approximately 498,783 persons and a total of 1,198 based aircraft (1980 projection). This results in a ratio of one based aircraft per 416 persons. The year 2000 projection is for 573,100 persons and 1,860 based aircraft resulting in a ratio of one based aircraft per 308 persons, indicating a slightly greater emphasis on general aviation in the service area. The reliability of this forecast can be evaluated by comparing projected growth in the service area based aircraft with that of the United States as a whole. In the 1975 and the 1980 projection, the service area accounts for 0.59 percent of the nation's general aviation aircraft.

2.3 Airfield Capacity

The Federal Aviation Administration has adopted a methodology for calculating airfield capacity based on the airfield's configuration, aircraft mix, weather conditions, touch-and-go traffic and other factors. The capacity calculations, expressed in terms of PHOCAP (Practical Hourly Capacity), assume that reasonable and practical amounts of aircraft delay are acceptable.

Applying the referenced methodology results in a weighted hourly capacity of 90 per hour VFR (Visual Flight Rules) practical annual capacity is computed to be 209,000 operations. When compared to operations forecasts it can be seen capacity will be reached in the year 2000.

2.4 Aircraft Storage Capacity

The year 2000 projection for Cable Airport is for 460 licensed based aircraft. The adopted Cable Airport Master Plan indicates sufficient storage spaces will exist to accommodate this projection. Demands for covered hangar spaces appear to already exceed supply.

2.5 Airport Layout Plans

This plan is based on the fact that the effective length of the runway is 3,600 feet and that there are no plans for extension of the runway lengths. (Figure 1) Indicates the Airport Master Plan Development Areas.

SECTION 3

3.0 PLANNING AREA BOUNDARIES

3.1 Purpose

The planning area boundaries (See Figure 3) delineate the area of influence for the Cable Comprehensive Airport Land Use Plan. These boundaries were established by analyzing normal flight patterns, approach and take off surfaces and noise and safety regulations. The planning area is comprised of clear zones, safety areas and noise impact zones. The Clear Zones and Safety Areas are defined in Section 5.3 of this document. Safety area 2 is concerned with height restrictions. Any major change in land uses within the planning area can affect or be affected by airport operations.

All proposed major land use changes or increases in structural height within the planning area boundaries shall be reviewed by the local jurisdiction's land use planners with respect to the policies and standards contained in the Cable Comprehensive Airport Land Use Plan. The Airport Land Use Commission (ALUC) shall be notified by the local jurisdiction of any pending decision on all proposed major changes in land use or increase in

structural height within the planning area boundaries. The Executive Officer or his designated appointee is empowered to review all major land changes or increases in structural height on behalf of the ALUC. If, in the determination of the Executive Officer, a proposed action or regulation affecting a major land use change is inconsistent with the Comprehensive Airport Land Use Plan, because structures would be permitted to exceed the height regulations contained in FAR Part 77 or are located within 75 feet of the centerline of the runway extended within Safety Area 1 or are located within the published flight pattern of cable airport, the ALUC shall schedule, advertise and hold a public hearing to determine whether or not the proposed action is in the best interest of the airport and adjacent area. If it is determined that the action would be harmful, then the sponsoring public agency shall be so notified to reconsider it's action. The sponsoring public agency proposing the action or regulation, however, may then overrule the Airport Land Use Commission and requirements of the Comprehensive Airport Land Use Plan after such hearing by a four-fifths vote of its governing body. In effect, the sponsoring public agency shall be the public agency with final decision-making authority over the proposed use.

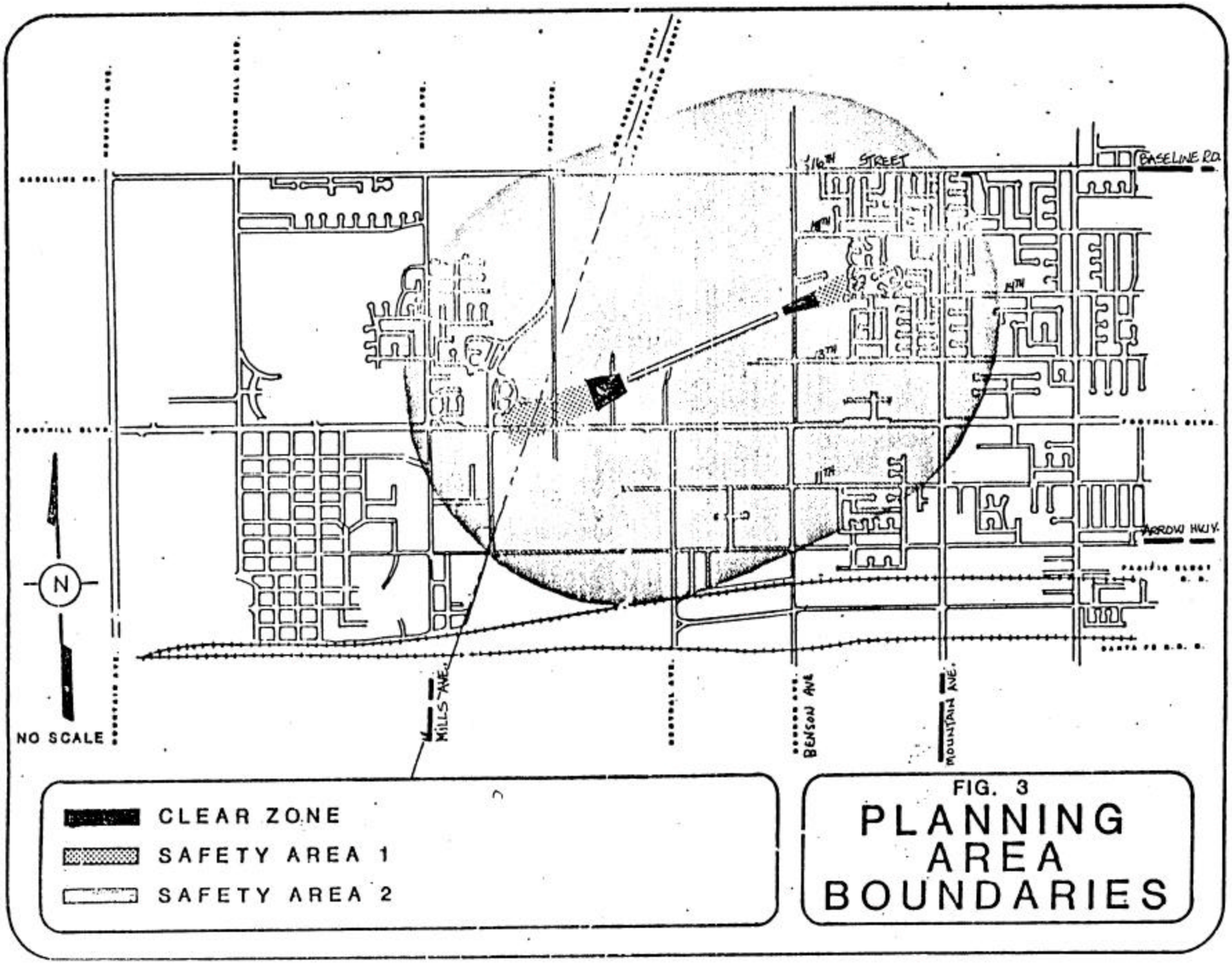


FIG. 3

PLANNING AREA BOUNDARIES

3.2 Major Land Use Changes

Major changes in land use shall be defined as any new use or addition to an existing use within the planning area boundaries which will permit or encourage any of the following:

a. Uses not compatible with the land use policies and standards of this plan regarding noise, height or safety restrictions and airport operations.

b. Uses that increase the level of risk to lives or property beyond the range of "acceptable" due to the impact of a single aircraft accident.

3.3 Criteria for Approval

It is recommended that the approval of any major change in land use should include an environmental assessment of the level of potential risk to the public health and safety resulting from a single aircraft accident at that location.

SECTION 4

4.0 LAND USE POLICIES

The land use policies contained in this section are intended to guide all future land use decisions within the planning boundaries of Cable Airport.

4.1 Noise Elements

The objective of the noise element is to plan for an appropriate range of land uses within areas impacted by noise emanating from airport operations which uses would not be substantially adversely affected by such nuisances and/or disturbances.

Finding: That the California State Airport Noise Law establishes limitations on airport noise within residential neighborhoods. For enforcement purposes, the legislation is directed at the airport operator. However, implicit in the State Noise Law is a statement of public policy that 65 dBA CNEL is the maximum acceptable noise level for residential neighborhoods. Within the 60-65 CNEL noise level the State Law requires that residential development be acoustically insulated to reduce

interior noise level to no greater than 45 dBA CNEL in any habitable room. Furthermore, single noise events can create significant disturbances, depending upon the time of day or night the event occurs. Single noise events can be disturbing to sensitive land uses such as hospitals and schools.

Policy:

1. Accept the CNEL method of rating noise and planning for compatible land uses.

2. Establish the 65 dBA CNEL noise contour as the maximum acceptable noise level for residential neighborhoods.

3. Recognize the significance of single noise events as they affect sensitive land uses such as hospitals and schools.

4. Plan in such a manner that new residential and certain institutional uses which are sensitive to noise are located outside the "high noise areas". (See Section 6.0, High Noise Areas.)

5. Seek remedial solutions to any existing noise problems. (Remedial solutions can be accomplished as part of an

overall noise abatement program. Typically, noise abatement programs consider location of run-up activities, hours of operations, aircraft mix, and flight practices.)

4.2 Airport Height Restrictions (Obstructions)

To ensure the safe passage of aircraft in, out and around the airport by safeguarding and preserving navigable airspace.

Findings:

1. Federal Aviation Regulations Part 77 (FAR Part 77) set forth criteria for describing the navigable airspace requirement for each airport. The criteria establish various imaginary surfaces above which an operating aircraft should have complete freedom from obstructions.

2. FAR Part 77 requires that notice of construction of a possible obstruction to navigable airspace be given the Federal Aviation Administration (FAA). However, the FAA cannot enforce compliance. It is the responsibility of the local agencies to assure that the area around the airport be kept free of obstructions.

3. Objects which penetrate above the imaginary surfaces described in FAR Part 77 can impair flight safety and can ultimately result in the closure of an airport.

Policy:

1. Recommend that no structure be erected or object be placed, or allowed to grow which would protrude into the imaginary surfaces as established by FAR Part 77.

4.3 Airport Safety Element

To minimize the level of risk to people and property from accidents involving aircraft.

Findings:

1. Thirty percent of the fatal accidents occur during landing, takeoff, or in the immediate vicinity of the airport (NTSB, Annual Review, GA, 1974, page 29-30).

2. Approximately 50 percent of accidents involving civil aircraft occur within airport boundaries. Approximately 15 percent occur outside of airport boundaries and within one

mile of the airport. (See Airport Accidents in Vicinity of Airports, January 2, 1973.)

3. Of near airport accidents, approximately 60 percent are concentrated within narrow lands at both ends of the runway (approach surface). Forty percent are randomly distributed throughout the remaining areas. (See Airport Accidents in Vicinity of Airport, January 2, 1973.)

4. Within the approaches and takeoff areas to the airport larger land parcels provide more design alternatives for building layouts compatible with the accident potential.

Policy:

1. Designate clear zones and safety areas within the planning area boundaries (see Section 5) and develop land use criteria for these.

2. Discourage uses which are not compatible with airport operations or which concentrate large numbers of people within the planning area boundaries.

3. When feasible within the planning area boundaries, encourage the provision for open space corridors along the extended centerline of the airport runway.

4. Within the planning area boundaries, discourage the subdivision of large land parcels until a specific use including building layouts and design, is proposed.

4.4 Surface Traffic Circulation Element

To ensure that roadways providing access to the airport are adequate to serve the needs of the airport, and that uses abutting roadways providing access to the airport are compatible with the noise, dust and traffic flows generated by the airport related traffic.

Finding: The planned road system around Cable Airport is adequate to accommodate existing and projected traffic volumes. The improvement/construction of Central Avenue northerly from Foothill Boulevard will provide a second major access to the airport.

Policy:

1. Plan for adequate vehicular access to the airport for both existing and projected traffic flows.

2. Plan in such a manner that airport traffic is directed away from sensitive land uses (residential and certain institutional uses).

SECTION 5

5.0 CLEAR ZONES AND SAFETY AREAS

Clear zones and safety areas are a critical part of any comprehensive airport land use plan. The clear zones as designated herein conform to the definitions in Federal Air Regulations, Part 77 and FAA Advisory Circular 150/5300/4B entitled Utility Airports Air Access to National Transportation.

5.1 West End Configuration

The criteria for defining the configuration of the West End Clear Zone and safety areas (see Figure 4) takes into consideration that the terrain west of the end of runway 24 slopes below the elevation of the runway and that ninety percent of all takeoffs at Cable Airport are in a westerly direction (toward Claremont). Approximately 90 percent of all westerly takeoffs utilize a left hand turn pattern to approximately intersect the San Antonio Flood Control Channel. The point at which the aircraft begins the left turn pattern varies greatly, depending upon many factors, such as the air temperature, type of plane and pilot's preferences. However, generally the vast majority begin their left hand turn pattern within the first 3,000 feet of the end of

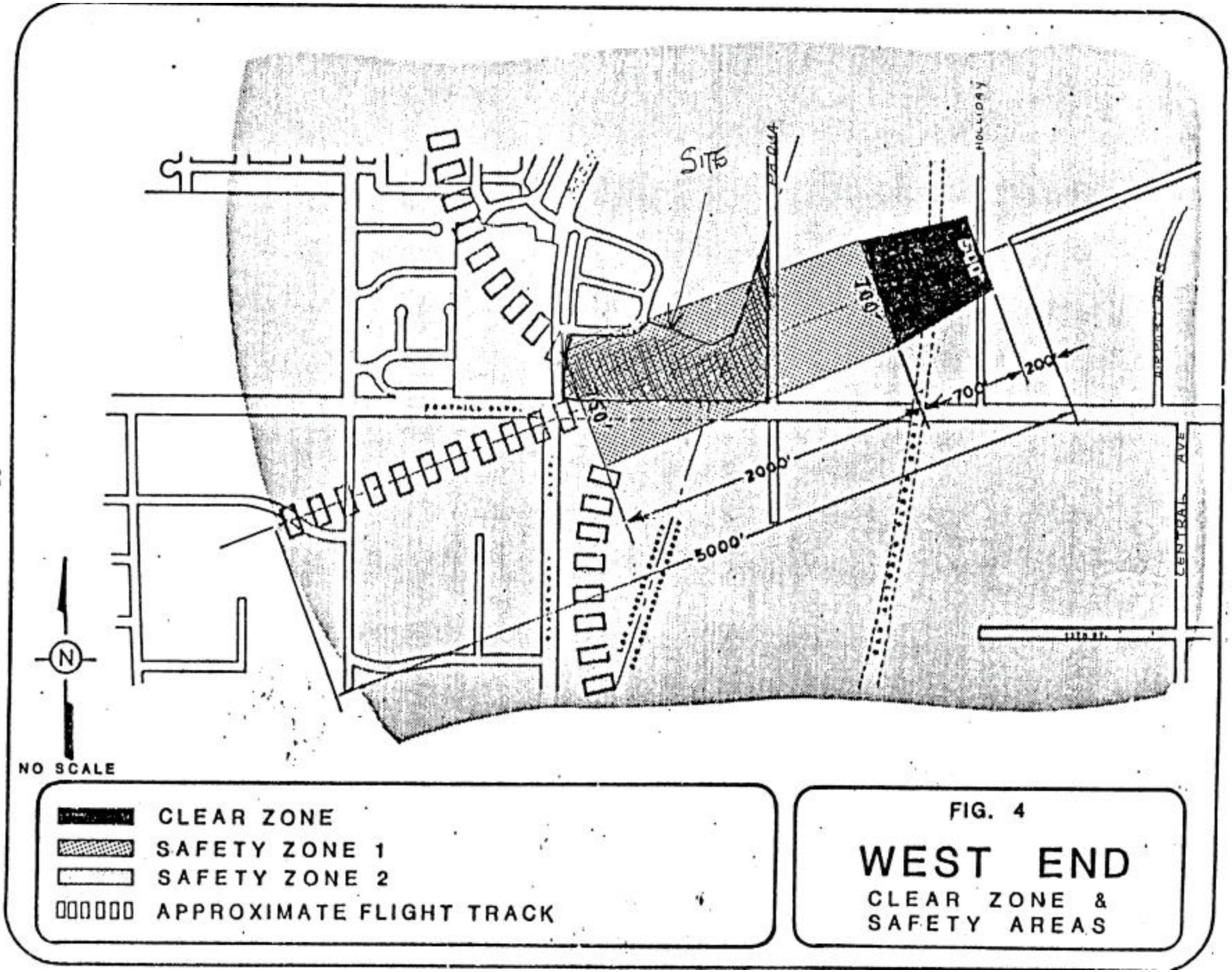


FIG. 4

WEST END

CLEAR ZONE & SAFETY AREAS

the runway. This relates approximately to the intersection of Claremont and Foothill Boulevards. This flight practice also coincides with the approximate alignment of the published flight pattern for Cable Airport.

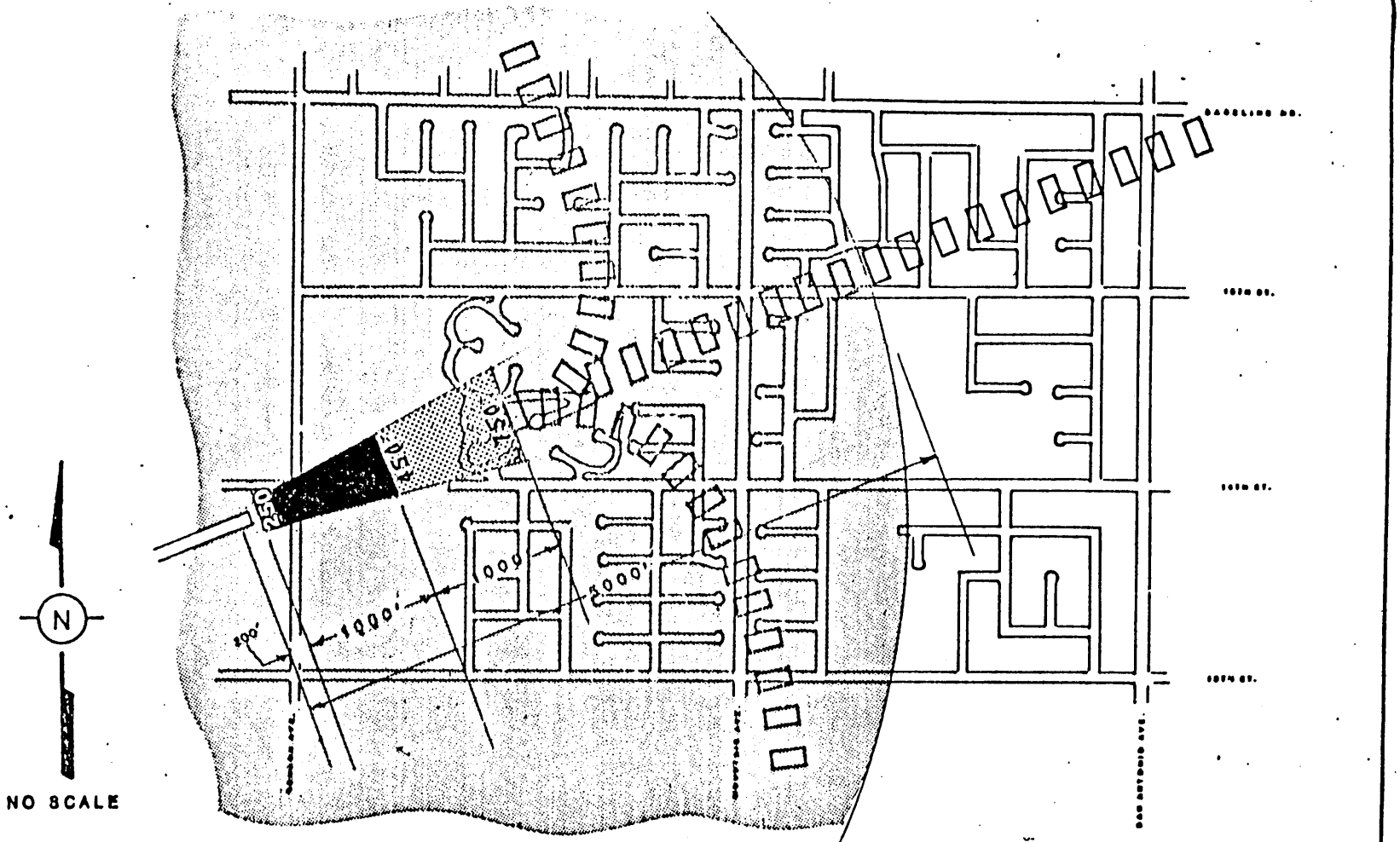
The West End Clear Zone starts 200 feet west of the effective length of the runway. Beginning with a width of 500 feet and expanding to 700 feet wide, the fan shaped zone is centered on the extended centerline of the runway for a distance of 700 feet in a southwesterly direction.

The West End Safety Area 1 then continues from the west end of the clear zone from a width of 700 feet expanding to 750 feet wide at the distance of 2,000 feet along the extended runway centerline.

Safety Area 2 is that remaining area not contained in Safety Area 1 or the Clear Zone within a 5,000 foot radius of the effective length of the runway.

5.2 East End Configuration

The East End Clear Zone starts 200 feet east of the effective length of the runway. Beginning with a width of 250 feet and expanding to 450 feet wide, the fan shaped zone is centered on



CLEAR ZONE
SAFETY AREA 1
SAFETY AREA 2
APPROXIMATE FLIGHT TRACK

FIG. 5

EAST END

CLEAR ZONE &
SAFETY AREAS

the extended centerline of the runway for the distance of 1,000 feet in a northeasterly direction.

The East End Safety Area 1 then continues from the east end of the Clear Zone from a width of 450 feet expanding to 750 feet wide at the distance of 1,000 feet along the extended runway centerline.

Safety Area 2 is that remaining area not contained in Safety Area 1 or the Clear Zone within a 5,000 foot radius of the effective length of the runway.

5.3 Land Use Standards

This section contains standards which define land uses which are not compatible within the Clear Zones and Safety Areas. The objective of clear zones and safety areas is to ensure that land uses around the airport will minimize the risk to lives and property and will be compatible with airport operations. However, if it can be determined that a specific land use, which does not conform to the land use standards contained in this Plan, can be mitigated to ensure reasonable safety to lives and property on the ground and aircraft operation, such a use may be

approved subject to the following findings being made by a majority of the Airport Land Use Commission.

Findings:

1. That the use is not contrary to the best interest of the airport and adjacent area.

2. That the level of risk to lives and potential for destruction of property due to a single aircraft accident is within the range of "acceptable". (The concept of acceptable risk is the basis for all planning. No quantifiable definition of acceptable can be given. Acceptable risk should be defined on the basis of the values of the Airport Land Use Commission and local communities. The testimony given at public hearing is a factor to be used in establishing local values regarding acceptable risk.)

The area of impact of a single aircraft accident will vary depending on the type of aircraft, air speed and angle of descent at the time of crash impact.

Clear Zones--Extreme Crash Hazard

The severe potential of loss of life and property damage due to accidents proscribes most land uses in this zone. Also, the

close proximity to aircraft operations limits land uses which would endanger such operations. Only open space and agricultural uses are normally acceptable here provided that such uses do not produce smoke, or attract birds. All permanent structures (not necessarily including roads or railroads) are considered not compatible.

Safety Area 1--Significant Crash Hazard

Potential loss of life and property due to aircraft accidents is sufficient to require restriction of density and intensity of use restrictions in this area. The following uses are considered not compatible: hazardous installations such as oil or gas storage, new residential development (excluding reconstruction of an existing structure) and institutional facilities. No buildings or structures shall be located within 75 feet of the extended centerline of runway within this area. Any new use which would result in large concentrations of people (more than 100 persons) shall be subject to review and approval of the Airport Land Use Commission. Because of the proximity to aircraft operations, structures in this area should not reflect glare, emit electronic interference, or produce smoke so as to endanger aircraft operations.

Safety Area 2--Moderate Crash Hazard

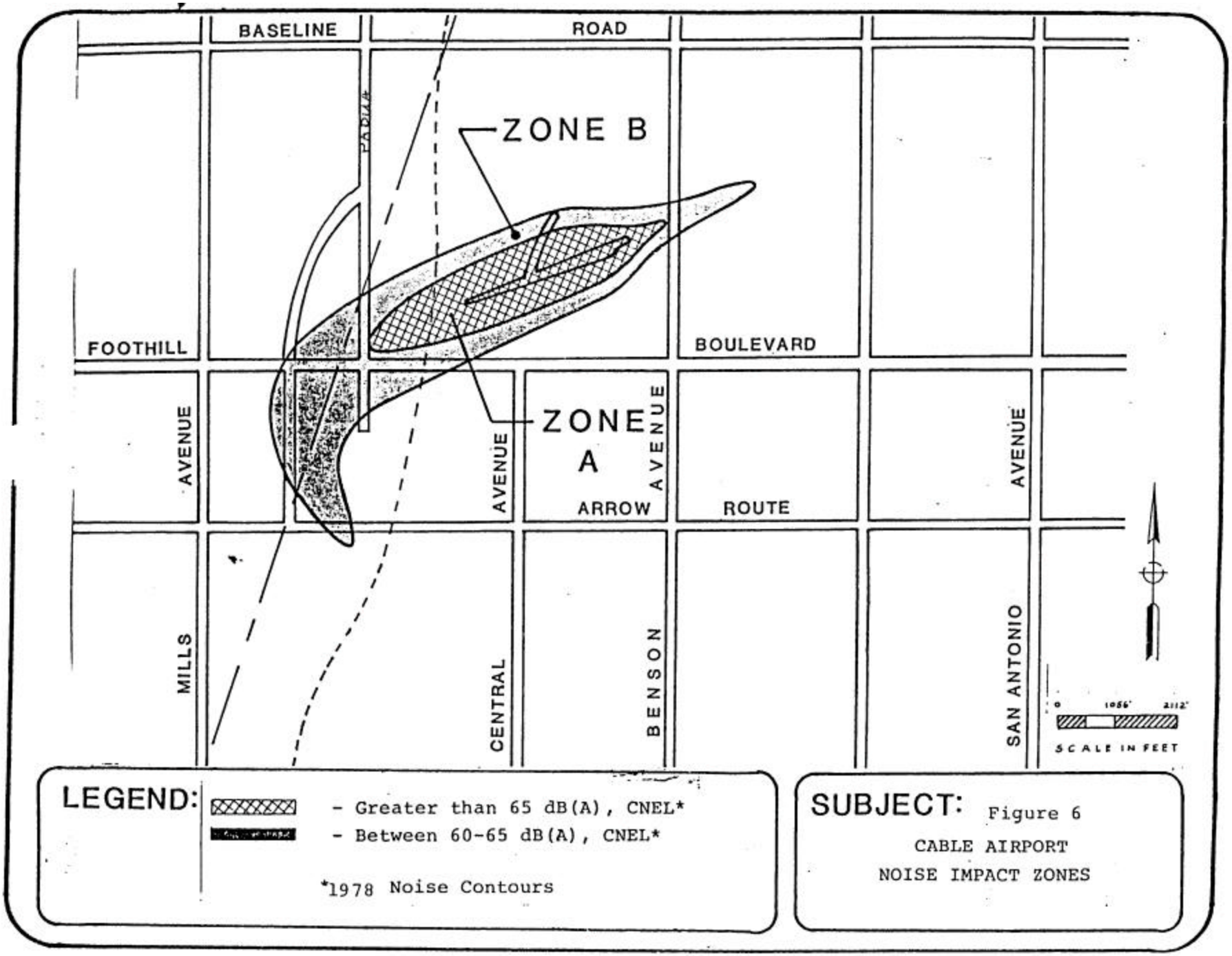
No structure shall be constructed or object permitted within Safety Area 2 that would penetrate the airport imaginary surfaces as defined in Federal Aviation Regulations Part 77. Because of the proximity to aircraft operations, structures in this area should not reflect glare, emit electronic interference, or produce smoke so as to endanger aircraft operations.

SECTION 6

6.0 HIGH NOISE AREAS

Within California the CNEL method of noise evaluation has been adopted as the basis for noise standards for California airports (State airport noise law). This method of noise evaluation considers the types of aircraft; involves the averaging of all aircraft noise events, during a 24-hour period with penalties being imposed for evening and night-time noise events. The results of this method of noise calculations are noise contour lines (See Figure 6). The State noise law imposes a limitation of 65 CNEL in decibels as the maximum allowable noise level for residential communities after January 1, 1986.

The CNEL method of noise evaluation is most applicable when applied to major airports in urban areas. For small Basic Utility airports such Cable Airport, the size of the aircraft and frequency of operations may not result in a significant noise contour. Nevertheless, single noise events, particularly during night-time, early morning or weekends, may result in disturbances and complaints. This is particularly true when the airport is adjacent to suburban residential neighborhoods or other noise sensitive uses such as hospitals, churches or schools. Unfortunately, no acceptable standards for single noise impacts have yet been established.


BASELINE
ROAD
PADUA
ZONE B
FOOTHILL
BOULEVARD
AVENUE
AVENUE
ZONE A
AVENUE
AVENUE
ARROW
ROUTE
MILLS
CENTRAL
BENSON
SAN ANTONIO
0
1056'
2112'
SCALE IN FEET
LEGEND:
- Greater than 65 dB(A), CNEL*
- Between 60-65 dB(A), CNEL*
*1978 Noise Contours
SUBJECT: Figure 6
CABLE AIRPORT
NOISE IMPACT ZONES

6.1 Methodology

The extent of noise impact is designated by the following letters:

Zone A--High noise impact (greater than 65 dB, CNEL).

Zone B--Moderate noise impact (between 60 dB and 65dB, CNEL).

6.2 Noise Areas/Land Use Standards

Noise Impact Zone A--High Noise Impact
(greater than 65 CNEL)

Noise impact in this zone is sufficient to warrant restrictions on residential uses and require sound attenuation on some other uses. All residential units are unacceptable in this area. Institutional uses such as schools, hospitals, libraries and other such noise sensitive uses are also unacceptable in this zone. Commercial, industrial and recreational uses are acceptable in this zone provided that commercial and industrial structures are sufficiently sound attenuated to allow normal work activities to be conducted. For example, a noisy industrial plant may require no attenuation, whereas professional offices may require considerable attenuation.

Noise Impact Zone B--Moderate Noise Impact
(greater than 60 CNEL)

Noise impact in this area is sufficient to require sound attenuation or sound insulation as required by the California

Noise Insulation Standards. Additionally, single noise events in this area may create serious disturbances to many inhabitants, particularly given the suburban residential character of the area. Residential units are unacceptable in this area unless it can be conclusively shown that such units are sufficiently sound attenuated to limit interior noise to 45 dB CNEL.

Institutional uses such as schools, hospitals, libraries and other such noise sensitive uses are also unacceptable in this zone unless it can be shown that adequate protection against exterior noise has been included in the design and construction together with a central air conditioning system and all windows are permanently sealed (45 dB CNEL).

APPENDIX A

SPECIAL AIRPORT RELATED OBSERVATIONS/RECOMMENDATIONS

The following are general observations of Cable Airport and its surrounding area:

1. Cable Airport is a privately owned and operated airport which serves the public convenience. The fact that the airport serves the public supports a certain degree of public control of lands around the airport to ensure compatibility.

2. The cities of Claremont and Upland and the Claremont Colleges have been concerned about the unrestrained growth in operations which has occurred over a period of years.

3. The Claremont Colleges are greatly concerned over the existence of Cable Airport and its potential effects on the colleges and proposals for new construction and improvements.

4. Growth pressures within the cities of Claremont and Upland have continued to push urban development closer to the airport. The resolution of these pressures with the recommendations contained in this plan and with the use of sound planning principles may have a strong bearing on the future of Cable Airport.

5. The Southern California Association of Government (SCAG), Regional Transportation Plan defines Cable Airport as regionally significant. The primary service area, communities with 10 or more based aircraft at Cable Airport (see Section 2.2, Airport Activity and Aviation Forecasts, Figure 2, Cable Airport Service Area) for the airport includes the communities of Upland, Claremont, Rancho Cucamonga, Ontario, Montclair, Pomona, Glendora and Covina.

The following are special airport related recommendations of the Steering Committee affecting the continued existence and operation of Cable Airport:

1. A public entity such as San Bernardino County, which represents a large segment of the regional interests in Cable Airport should be granted an option for acquisition of the airport should the current airport owners abandon or decide to transfer title to the airport.

Explanation:

The City of Upland currently retains first right of refusal should the airport owners decide to abandon or transfer title to the airport. However, should the airport be discontinued, the impacts would affect

an area much larger than just the City of Upland (see Figure 2, Cable Airport Service Area). Therefore, it is felt that other affected communities should retain an option to ensure the continued existence of the airport.

Furthermore, this plan recommends the use of the public police powers to ensure a surrounding environment compatible with the existence of the airport. It is felt that if land use restrictions are going to be placed on surrounding private property holdings for the benefit of the airport, the responsible public entities also have a responsibility to ensure the continued existence and operation of the airport for the benefit of the public at large.

2. In view of the fact that the State Legislature mandates the adoption of a Master Plan which will place land use restrictions on private properties in the environs of the airport for purposes of airport protection, it is recommended that the State of California bear the financial responsibility for purchase of all properties directly affected by said Plan.

3. That when the minimum criteria is met, the Airport Land Use Commission recommend to the FAA, San Bernardino County Airport Commission and to the California Division of Aeronautics that a manned control tower be required to be provided at Cable Airport

in the immediate future and that the airport operator be required to implement an approved noise abatement program to assist in ensuring the public safety and freedom from unwarranted noise nuisance emanating from airport operations.

4. That a Master Plan for Cable Airport containing projections of the physical plant, land use, number and type of aircraft operations and all relevant data and projections thereto, to the year 2000, and including environmental effects thereof, be reviewed and approved by the City of Upland, and reviewed by all directly affected municipalities prior to adoption of any plan for land uses in the environs of said airport. Further, that in the event any major assumptions or projections made in this plan are determined to be unacceptable to such jurisdictions, this Plan shall be so amended as to ensure consistency with the approved airport Master Plan.

5. That the Airport Land Use Commission recommends to the San Bernardino County Airport Commission that they request the State Division of Aeronautics implement a noise monitoring program at Cable Airport. Said program to establish existing CNEL noise contours (greater than 60 CNEL), and to ensure that future noise levels will not substantially exceed existing levels.

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